



House of Representatives

General Assembly

File No. 471

January Session, 2015

Substitute House Bill No. 6818

House of Representatives, April 7, 2015

The Committee on Transportation reported through REP. GUERRERA of the 29th Dist., Chairperson of the Committee on the part of the House, that the substitute bill ought to pass.

AN ACT CONCERNING THE ESTABLISHMENT OF ELECTRONIC TOLLS WITHIN THE STATE.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. (NEW) (*Effective from passage*) (a) The Commissioner of
2 Transportation shall develop a program for the establishment and
3 commencement of tolls within the state. Such program shall include,
4 but need not be limited to, consideration of revenue, capital cost,
5 operating and maintenance cost, net revenue, schedule for
6 implementation, pricing alternatives, net impacts on capacity,
7 congestion and diversion to other roadways, impact on in-state and
8 out-of-state vehicles, impacts to all highway users and institutional
9 alternatives for administration of tolls.

10 (b) As part of the program developed pursuant to subsection (a) of
11 this section, the commissioner shall (1) include consideration of
12 safeguards to ensure that any moneys received from the operation of
13 tolls are deposited in the Special Transportation Fund and used only
14 for transportation purposes, and (2) identify potential state, interstate

15 and federal legislative or administrative actions required to implement
16 tolls.

17 (c) Not later than January 1, 2016, the commissioner shall report, in
18 accordance with the provisions of section 11-4a of the general statutes,
19 to the joint standing committee of the General Assembly having
20 cognizance of matters relating to transportation on the program
21 developed pursuant to subsections (a) and (b) of this section.

22 Sec. 2. (NEW) (*Effective from passage*) (a) Any revenues to the state
23 arising out of the program described in section 1 of this act shall be
24 paid promptly to the State Treasurer and credited to the Special
25 Transportation Fund, as provided in section 13b-61 of the general
26 statutes, as amended by senate bill 937 of the current session.

27 (b) Any revenues to the state arising out of the program described in
28 section 1 of this act shall be included in the funds, moneys and receipts
29 of the state required to be credited, deposited or transferred to the
30 Special Transportation Fund, as provided in house joint resolution 62
31 of the current session.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>from passage</i>	New section
Sec. 2	<i>from passage</i>	New section

Statement of Legislative Commissioners:

In the second sentence of Sec. 1(a), the words "consideration of" before "impacts to" were moved to follow "limited to," for clarity.

TRA *Joint Favorable Subst.*

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

OFA Fiscal Note

State Impact: None

Municipal Impact: None

Explanation

The bill requires the Commissioner of the Department of Transportation (DOT) to develop a program to establish tolls. The commissioner must submit a report on the program developed under the bill to the Transportation Committee no later than January 1, 2016. It is anticipated that DOT can accommodate the scope and timing of the report without requiring additional resources because the agency has expertise in the topic. DOT is currently participating in a federal program to study tolling related to congestion pricing and it is anticipated that DOT has the expertise to study and report on the provisions of the bill.

The bill also requires all revenue from DOT's toll program to be deposited into the Special Transportation Fund (STF) which would preclude future transfers from the STF to other funds for non-transportation purposes.

The Out Years

State Impact: None

Municipal Impact: None

OLR Bill Analysis**sHB 6818*****AN ACT CONCERNING THE ESTABLISHMENT OF ELECTRONIC TOLLS WITHIN THE STATE.*****SUMMARY:**

This bill requires the transportation commissioner to develop a program to establish and begin tolling in the state. In doing so, he must (1) consider safeguards to ensure that any toll revenue is deposited in the Special Transportation Fund (STF) and used only for transportation purposes and (2) identify possible state, interstate, and federal legislation or administrative actions required to implement tolling.

The commissioner must report on the program by January 1, 2016, to the Transportation Committee.

The bill requires any resulting toll revenue be (1) paid promptly to the Treasurer and credited to the STF, as existing law and SB 937 require, and (2) included in the funds, money, and receipts that must be credited, deposited, or transferred to the STF as HJ 62 requires (see BACKGROUND). (HJ 62 and SB 937 are pending before the legislature. It is not known if the legislature will approve either of them.)

EFFECTIVE DATE: Upon passage

TOLL PROGRAM CONSIDERATIONS

In developing a toll program, the commissioner must at least consider:

1. revenue and net revenue,
2. capital cost,

3. operating and maintenance costs,
4. an implementation schedule,
5. pricing alternatives,
6. net impacts on capacity,
7. congestion and diversion to other roads,
8. the impact on both in-state and out-of state vehicles,
9. the impact on all highway users, and
10. institutional alternatives for toll administration.

BACKGROUND

Federal Law on Tolls

The federal government generally bans tolls on existing interstate highways. It allows tolls on (1) new highways and on (2) newly-built lanes on existing highways, as long as the number of existing toll-free lanes is not reduced (23 USC 129). It also offers programs that allow states to toll in specific circumstances. Connecticut is participating in one such program that allows states to study ways to regulate traffic flow through “congestion pricing” or other strategies. Congestion pricing typically refers to managing traffic flow by charging a higher toll during busier travel times to encourage drivers to drive at less busy times, use other routes, or take public transit.

Related Bills and Resolutions

HJ 62 and SB 937, reported favorably by the Transportation Committee, require that money the law requires be placed in the STF continue to be placed there, and prohibit the legislature from using STF money for purposes not related to transportation. HJ 62 proposes a constitutional amendment. SB 937 proposes a statutory change.

HJ 63 and HB 6857, also reported favorably by the Transportation Committee, similarly require that money the law requires be placed in

the STF continue to be placed there and prohibit the legislature from using STF money for purposes not related to transportation. HJ 63 proposes a constitutional amendment. HB 6857 proposes a statutory change.

COMMITTEE ACTION

Transportation Committee

Joint Favorable Substitute

Yea 18 Nay 13 (03/18/2015)